

**LETTER NO. 3**

May 31, 2005

State of California Public Utilities Commission  
Rosa Munoz, PE, Rail Crossings Engineering Section, Consumer Protection and Safety Division  
320 West 4th Street, Suite 500  
Los Angeles, CA 90013

**Comment 3.01**

As the state agency responsible for rail safety within California, we recommend that the proposed Sierra Canyon Secondary School project be planned with the safety of the rail corridor in mind. The proposed project is near the Southern California Regional Rail Authority-Metrolink right-of-way. The full development of the project area will increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.

Safety considerations may include, but are not limited to, the following items:

- Grade separation of the crossings along major thoroughfares
- Fencing to limit the access of pedestrians onto the railroad right-of-way
- Improvements to warning devices at existing at-grade highway-rail crossings
- Improvements to traffic signaling at intersections adjacent to crossings
- Improvements to roadway geometry and lane striping near crossing
- Increased enforcement of traffic laws at crossings
- A safety awareness program on rail related hazards

The above-mentioned safety improvements should be considered when approval is sought for new developments; this includes mitigation measures at the Chatsworth Street highway-rail at-grade crossings. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the community.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

**Response 3.01**

As stated in Section IV.J, Transportation and Circulation (page IV.J-3) of the Draft EIR, none of the transit lines in the area provide “front door” service to the project site. The nearest rail service to the site is Metrolink’s Ventura Line. This line runs in a north-south direction in the vicinity of the project site, and at its closest point, is approximately 0.7 mile to the west of the site. The Chatsworth stop of this line is located west of Canoga Avenue, between Lassen Street and Devonshire Street, approximately two miles southwest of the project site.

As shown in Section IV.J, Transportation and Circulation (Table IV.J-15, page IV.J-35) of the Draft EIR, while the project would add traffic to the surrounding roadways, traffic conditions with the project and the proposed mitigation measures would actually be improved as compared to future without project conditions. Thus, the project would not significantly impact surrounding streets, intersections, or at-grade highway rail crossings, and rail-related mitigation measures would not be required or warranted. However, Mitigation Measure IV.J-9 (which requires that

the school issue a newsletter that includes a section regarding parking and access issues) has been modified to include language that requires a section of the newsletter to address automobile and pedestrian safety on rail crossings in the area, as follows (see Correction and Addition No. IV.J-11 in Section II, Corrections and Additions of this Final EIR):

The school shall provide a newsletter to students and parents that shall be updated regularly with a section addressing parking and access to the campus. Through this newsletter, the school will direct students and parents to commute to the campus from readily available major boulevards and not utilize the neighboring residential streets. Specifically, the newsletter shall include a section directing parents to avoid utilizing Tulsa Street, Nashville Street or Lurline Avenue for student drop-off or pick-up activities (although there is no direct access to the school from any of these streets). The newsletter shall also contain a section addressing automobile and pedestrian safety on neighboring streets and rail crossings to the south and west.

#### **LETTER NO. 4**

##### *REGIONAL AGENCIES*

June 3, 2005

February 28, 2005 attachment

Metropolitan Water District of Southern California  
Laura J. Simonek, Manager, Environmental Planning Team  
700 N. Alameda Street  
Los Angeles, CA 90012

#### **Comment 4.01**

*The Metropolitan Water District of Southern California (Metropolitan) has received a copy of the Draft Environmental Impact Report (Draft EIR) for the Sierra Canyon Middle School (Project). The Project consists of a 550-student (maximum enrollment) private secondary school north of the Rinaldi Street extension. The Project would include a classroom building, athletics center (500 person capacity), performing arts center (600 seats), administration building and aquatics center (80 person occupancy), and totaling 120,542 feet of floor area. Parking would be provided in an at-grade parking level for 236 vehicles with access provided from the extension of Rinaldi Street. The Project site is located at 11023 Lurline Avenue in the Chatsworth community of the City of Los Angeles. The 4.89-acre site is bounded by Los Angeles Department of Water and Power property on the north and northwest (including a small covered storage reservoir) and two vacant single-family lots on the west. Partially improved Lurline Avenue forms the eastern site boundary. The southern site boundary is defined by the existing termini of Rinaldi Street, east of De Soto Avenue, and by the right-of-way for the future extension of Rinaldi Street, which curves in a northeasterly direction through currently vacant property. Metropolitan is providing comment on this Draft EIR as a potentially affected agency.*

#### **Response 4.01**

The comment summarizes key components of the project and does not address specific environmental issues. The comment is noted for the record and will be forwarded to the decisionmakers for their consideration.